THE RAILWAY & LOCOMOTIVE HISTORICAL SOCIETY

NEWSLETTER

FALL 2007 WWW.RLHS.ORG VOLUME 27, NUMBER 4

A Christmas Tragedy

The Wreck of Two Southern Railway Passenger Trains on December 23, 1926

William D. Middleton Update on Electrification Standards
Indiana Rail Road Runs Encyclopedia Train
Member Survey Report
Nineteenth-Century Engines

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On the Cover: Telescoped passenger cars resulting from the head-on collision of Southern Railway trains ***Ponce de Leon*** and ***Royal Palm*** on Dec. 23, 1926. *Courtesy of Southern Museum of Civil War & Locomotive History*

Caboose silhouettes appearing at the end of each article, along with silhouettes of locomotives and rolling stock, are by Benn Coifman, www.RailFonts.com.

www.rlhs.org

The Railway & Locomotive Historical Society Newsletter

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J. Parker Lamb, President
2605 Pinewood Terrace
Austin, Texas 78757-2136

David C. Lester, Editor
215 Bent Oak Lane
Woodstock, Georgia 30189-8121
E-Mail: *davidclester@aol.com*

Editorial Advisory Board

James Caballero
George Drury
John Gruber
William F. Howes, Jr.
William D. Middleton

Columnists

John Gruber - ***Visual Interpretation***
J. Parker Lamb - ***The Mechanical Dept.***
Steamdome

Member Services

Membership applications, change of address and other membership status inquiries should be sent to :

Dick Hillman
R&LHS Membership Secretary
3605 Sandy Plains Rd., Suite 240-198
Marietta, GA 30066-3066

Trading Post

Society members may use, without charge, the Trading Post section of the quarterly newsletter and the R&LHS web site to advertise items they wish to sell, trade or acquire or to seek information from other readers. This service is intended for personal, not general commercial, use. All items should be sent to David C. Lester at the address to the left.

ARCHIVES SERVICES

The Railway & Locomotive Historical Society Archives Services provides four key services to members, which are listed below. All inquiries regarding these services should be addressed to R&LHS Archives Services, P.O. Box 600544, Jacksonville, Florida 32260-0544.

Locomotive Rosters & Records of Building Construction Numbers

The Society has locomotive rosters for many roads and records of steam locomotive construction numbers for most builders. Copies are available to members at 25 cents per page, 40 cents per page for non-members ($5.00 minimum).

Back Issues of *Railroad History*

Many issues of Railroad History since No. 139 are available to members at $7.50 per copy, $12.50 for nonmembers. For more information on the availability of specific issues and volume discounts, write to the Archives Services address above.

Articles from *The Bulletin & Railroad History*

Copies of back issues of these publications of the Society are available to members at 20 cents per page, 30 cents per page for non-members ($5.00 minimum).

Research Inquiries

Source materials printed, manuscript and graphic, are included in the Society's Archives. Inquiries concerning these materials should be addressed to the Archives Services address above. To help expedite our response, please indicate a daytime telephone number where you can normally be reached.

About The *Newsletter*

The Railway & Locomotive Historical Society ***Newsletter*** seeks to serve as a vehicle for communication among the Society's Board of Directors, Chapters, and the over 50% of the membership which does not belong to a chapter. To accomplish this, the ***Newsletter*** reports Society news from three perspectives:

First, from that of the national organization, which is responsible for fulfilling the nine goals presented in the Society's Mission Statement.

Second, from that of the eight chapters of the Society, each of which are engaged in various activities to promote and preserve railroad history.

Third, from that of the individual member, who is engaged in research, interpretation, preservation and celebration of railroad history.

Each quarterly issue of the ***Newsletter*** includes the following sections: National Report, Chapter Reports and Trading Post. In addition, each issue will include at least one feature article that presents how railroad history is studied, researched, documented, preserved, communicated, displayed and celebrated. Further, we have three regular columnists, listed at left.

Feedback on the ***Newsletter*** is always welcome, as are suggestions for feature articles. Please send any feedback, news items or suggestions to the Editor via U.S. Mail or e-mail.

Publication Schedule for 2007

Issue	Deadline for Submissions	Mail Date
Winter 2007	December 6	January 19
Spring 2007	February 15	March 15
Summer 2007	June 1	July 1
Fall 2007	Sept 1	Oct. 15

From The Editor

The Joy of "Back Issues"

Everyone looks forward to the arrival of a new issue of their favorite magazine. How often, though, do you enjoy reading back issues of your favorite magazine? Reading Alden Dreyer's piece about the management of the back issues of ***Railroad History***, and its predecessor, the ***R&LHS Bulletin***, reminded me how interesting and enjoyable reading old issues of a favorite magazine can be. Seeing how (i.e., format, perspectives of the writers) the magazine or journal reported news twenty or more years ago is interesting, as are the news and features that were reported.

What can be even more interesting is to look at an issue that you read, say, ten or twenty years ago, and re-read it today to see how your interpretation and appreciation of the material has changed over the years. For example, for the past ten years, I have enjoyed the work of renowned photographer David Plowden, who has produced an impressive body of black and white work on railroading, as well as barns, Great Lakes steamboats and other subjects. Recently, while looking through some back issues of the magazine ***Locomotive & Railway Preservation***, I ran across a wonderful profile of Plowden and his work in the September-October 1988 issue. I had the misfortune of not being focused on fine art photography in 1988, so reading this article in 2007 was very gratifying.

So, next time you find yourself waiting for the next issue of your favorite magazine to arrive, head to your library and study some back issues - you may be surprised at what you find!

Member Survey Report

How many times have you participated in a survey, yet never learned the overall results? In the spring of 2007, the Society's Board of Directors asked Board member Robert Holzweiss to conduct a survey of our membership so we could better understand member profiles and interests. The response rate as of the June 1 cutoff was 44%, which is a strong response. On pages 13 - 17, you will find a comprehensive report on the survey, and it provides valuable insight into not only the Society's membership, but trends that affect the entire railroad history community.

Annual Meeting for 2008

Just a quick note to point out the notice on page 4 for the Societys' annual meeting, to be held in Strasburg, Pennsylvania on Wednesday, May 28 through Sunday, June 1, 2008. Check out the details and plan to attend!

The *R&LHS Quarterly* Arrives Later this Winter

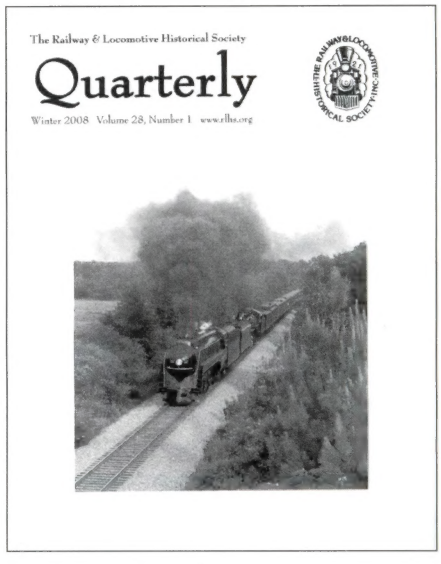
The Society's ***Newsletter*** officially becomes the ***R&LHS Quarterly*** effective with the Winter 2008 issue. The new publication will feature an improved layout, more news, and more features on railroad history. In addition, as reported on page 5, Society Board member Dick Hillman joins the publication as Associate Editor.

The ***Quarterly*** will nicely complement the Society's flagship publication, ***Railroad History***, the premier journal of railroad history in the United States, edited by Pete Hansen, Kevin Holland and Dan Cupper. These two publications, we believe, help make the Railway & Locomotive Historical Society the leading railroad history research and publication organization in America.

We hope you agree.

Happy New Year!

David C. Lester



President's Column - J. Parker Lamb

Dear fellow members,

As you know we have been attempting to find a new Membership Secretary since Bill Lugg announced his resignation in 2006. Unfortunately, Bill seems to be the last of a breed, a member who is willing to dedicate many hours per month for nearly a decade. Alas, we have been unable to replace Bill for someone else on a one-to-one basis.

As we explored other options, it became apparent that R&LHS was among a small number of subscription-based organizations, especially 501(C)3 groups, that still depended on a single volunteer for membership records management. With the decline of widespread volunteerism, virtually all other organizations have turned these duties over to professional experts in data keeping and funds collection.

Thus we have decided to bring these contemporary business practices into R&LHS beginning this fall. We have split Bill's myriad duties into two parts, asking our new Membership Secretary to function as a personal contact to those who need assistance in renewing their membership, becoming a member, or who have not received their publications.

I am pleased to announce that Dick Hillman, assistant curator of the Southern Museum of Civil War and Locomotive History of Kennesaw, Georgia, has become our new Membership Secretary. Dick's email address is <dickhillman@comcast.net>, and our official society mail box will now be

Dick Hillman
R&LHS Membership Secretary
3605 Sandy Plains Rd., Suite 240-198
Marietta, GA 30066-3066

The other aspect of our new procedures involves a contract office to maintain our master roster and prepare mailing lists for the editors of our publications. Starting in January2008 the society will have a new location for submission your 2009 dues. The MAIN NEW FEATURE of this system is that members will receive THREE forms next fall.

One form will be for SOCIETY DUES, a second for CHAPTER DUES and gifts, and the third for SOCIETY GIFTS. This method has the advantage of allowing both society and chapters to received their funds in the most direct and timely manner, thus assuring that both can operate with high efficiency.

While such changes are likely to produce some confusion in the early stages, we expect that, within a year, this system will be operating as smoothly as the previous one. I urge all members to give these procedures a try before suggesting any major overhauls, although minor adjustments are anticipated.

Make Plans Now for the R&LHS 2008 Annual Meeting!

The 2008 annual meeting of the Railway & Locomotive Historical Society will be held in Strasburg, Pennsylvania at the historic Strasburg Inn on Wednesday, May 28 through Sunday, June 1. The events during the meeting will include a chartered steam trip, an expected narrow gauge trip, a visit to the Railroad Museum of Pennsylvania, and premier presentations by William D. Middleton and Kurt Bell.

In order to determine our attendance as far in advance as possible, and to ensure a spot at the meeting, members are asked to send a preregistration fee of $5.00, along with your name, mailing address, daytime and evening phone numbers, along with an email address (if you have one) to **R&LHS 2008 Meeting, P.O. Box 600544, Jacksonville, Florida 32260-0544.**

Additional details will be forthcoming in the Winter 2008 issue of the *R&LHS Quarterly*.

Jim Smith and Jacki Pryor Remind Everyone of Upcoming Archives Work Session

R&LHS Archivist, Jacki Pryor and Director, Jim Smith want to remind you that we are seeking a few volunteers to come to the second "Annual Archival Work Session" scheduled to begin on Thursday, February 28 through Sunday, March 2, 2008. Most of the Archive Committee will be making the trip to Sacramento to work on various projects, particularly the sorting of items presently held in four storage units. We really hope some central California members will attend! If you are interested in helping, please contact Jacki at the following email address: jackip@osbaccess.com. See you there!

R&LHS Bylaws Committee Report *by Jim Caballero*

The R & LHS Bylaws Committee consists of Director Keith Bryant, Director Jim Caballero (Chair), and member Herb Zuegel. The Committee has been studying the current Bylaws for possible amendment, aided by input from the full Board of Directors. Because the number of suggested improvements is relatively large, it was decided to amend the Bylaws in stages.

The first amendments to be presented to the membership for approval are primarily language corrections or clarifications or, in one instance, location change of the principal office. No policy alterations are involved.

As required by the current Bylaws, proposed amendments will be announced to the membership in the ***Quarterly*** at least 30 days prior to the 2008 Annual Meeting. At the Annual Meeting members present will have the opportunity to approve the amendments.

Additional amendments are anticipated for future years, some of which will involve policy changes designed to improve the Society's operation.

Dick Hillman Named Associate Editor of the *R&LHS Quarterly*

As reported on page 5 of the Summer 2007 ***Newsletter***, the ***Newsletter*** will become the ***R&LHS Quarterly*** effective with the Winter 2008 issue. The new publication will serve as a newsmagazine for the Society, and will offer additional short articles on railroad history. David Lester, the Editor of the ***Quarterly***, recently announced that Dick Hillman will be joining the ***Quarterly*** as the Associate Editor. "I am very excited that Dick will join me and our Editorial Advisory Board in helping to produce a top-flight publication for the Society", Lester said during the announcement. "Dick has been a prolific contributor of feature articles since I became Editor, and his keen eye for detail will be of great benefit as we prepare each issue."

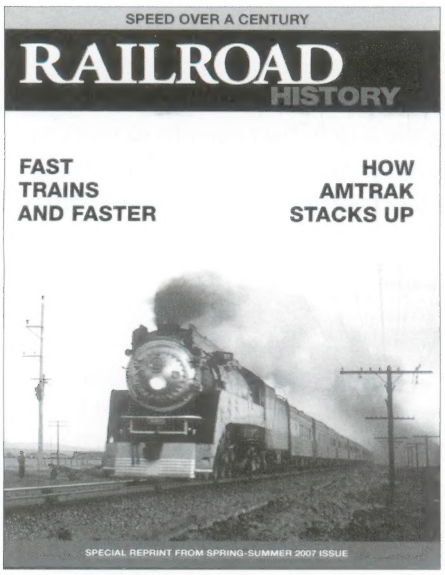
For those members and readers who do not know Dick, he is an Assistant Curator at the Southern Museum of Civil War & Locomotive History, has retired from a 35-year career at General Motors and from a ten-year career as Marketing Manager at the Georgia Northeastern Railroad. Dick was elected to the Society's Board of Directors in 2007, has recently been appointed as the Society's Membership Secretary, and is a member of the Southeast Chapter of the Society.

Railroad History Awards for 2007 Announced

The Railroad History Awards for 2007 were announced at the annual meeting of the Lexington Group in Transportation History in Binghamton, New York on October 12 by Awards Committee Chairman Mark Entrop. This year's winners are: **The Gerald M. Best Senior Achievement Award** went to **William J. Purdie**, retired Master Mechanic - Steam for Southern Railway and Norfolk Southern; the **George W. and Constance M. Hilton Book Award** was presented to **Rush Loving, Jr.** for his book, ***The Men Who Loved Trains***; the **David P. Morgan Article Award** went to **Ron Goldfeder** for his "Railroaders in the Great War", published in ***Railroad History*** No. 194; and the **Fred R. and Jane R. Stindt Photography Award** recipient is **J. David Ingles**.

The book and article awards were presented in Binghamton; the Senior Achievement award was presented in Atlanta in December; and, the photography award will be presented in March 2008 at the Center for Railroad Photography & Art's annual "Conversations" conference at Lake Forest College in Lake Forest, Illinois. Complete coverage of the 2007 Railroad History Awards will be included in ***Railroad History***, No. 197.

Railroad History Article Reprint Available

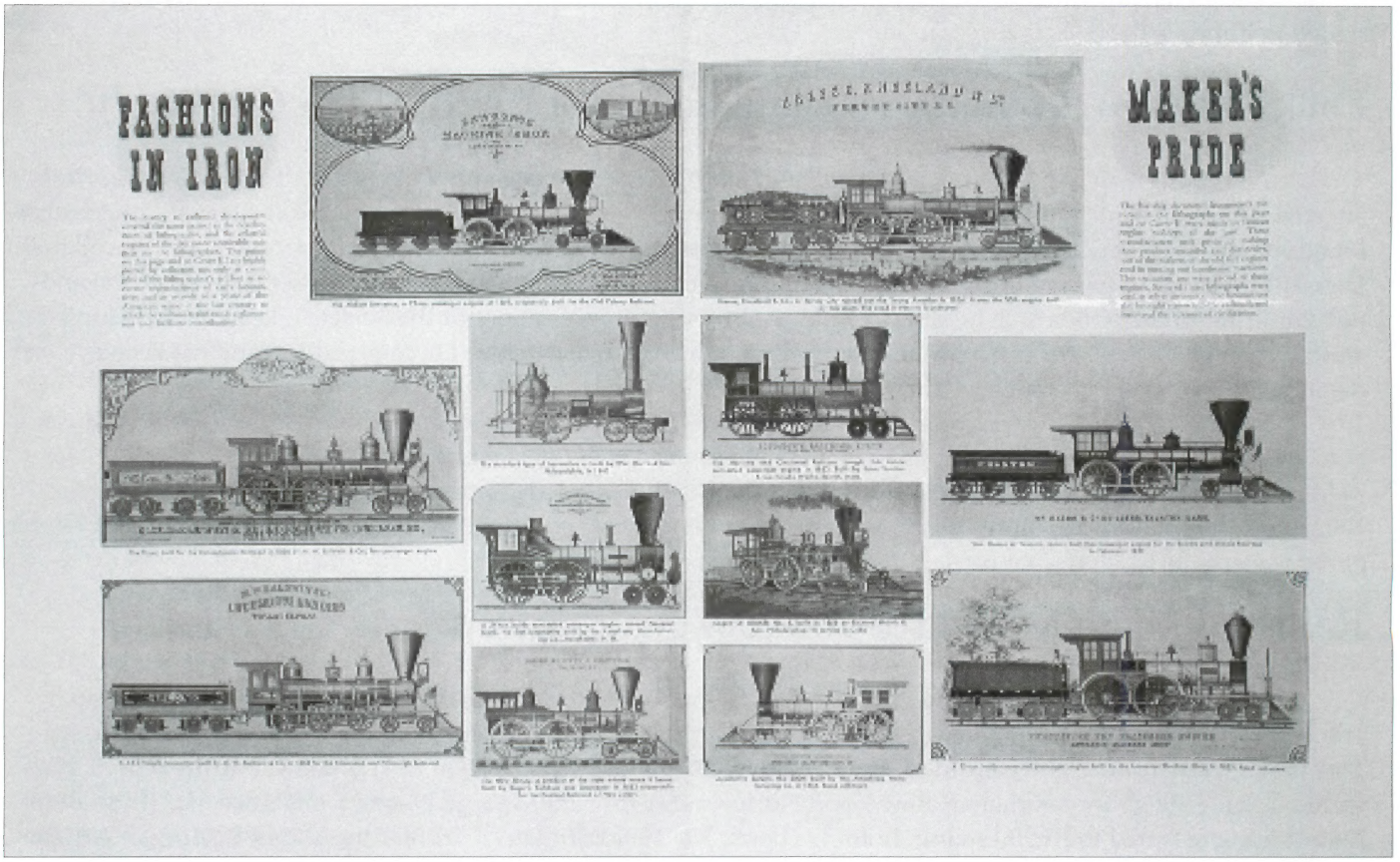


"Fast Trains and Faster" and "Speed Over a Century," the feature articles of ***Railroad History*** No. 196, have been reprinted by the R&LHS as a public service and to draw attention to the Society's publications. The 24-page color booklet is available, at cost, to R&LHS members by sending a check for $5.95 to Mark Reutter, 145 S. Linwood Ave., Baltimore, MD 21224. For general orders and other information, contact Reutter at reuttermark@yahoo.com.

R&LHS Member Donates In Memory of His Mother

Society Treasurer Mike Walker reports that, in June of 2007, the Society received a small contribution from a member in memory of his mother. She had passed away at age 95, and he sent a contribution of $95.00 in her memory to be used toward the publication of ***Railroad History***. The Society greatly appreciates this donation.

Can You Identify This Poster?



Member Dave Rousar reports that during some recent research, the attached poster was found in the archives of the R&LHS. There is no identification on it of any kind regarding the author, printer or what it was used for. It would be nice to have documentation of the piece for the record. It is a 20th century item. If you have any knowledge around the origin and purpose of this poster, please contact the Editor, and your information will be forwarded to Dave Rousar.

The *Railroad History* and *Bulletin* Back Issue Story *by Alden H. Dreyer*

Editor's Note: The storage and management of the Society's back issues of ***Railroad History*** *and its predecessor, the* ***R&LHS Bulletin****, has undergone a major overhaul thanks to the efforts of Alden Dreyer and several other members. Alden has now stored and cataloged all back issues of the journal at his home in Shelburne, Massachusetts. Alden's article details how this came about, and page 23 provides information about quantity and commercial purchases of these back issues, which is also found on the Society's website at www.rlhs.org. The Society is very appreciatvie of Alden's efforts to bring about this new system.*

After several years of consternation by the Society's Board of Directors about how to manage our collection of back issues of ***Railroad History*** and the ***R&LHS Bulletin***, the consensus seemed to be that disposal of excess issues through a recycling program was the best alternative.

While this conclusion was understandable, I found the prospect quite unsettling based upon my own experience over the years with selling RRH on eBay and my natural Yankee breeding where nothing usable to someone is ever tossed out. My Mom used to dread my Dad's trips to the dump in our little Massachusetts hill town as he would all too frequently bring back more stuff than he left home with. And in my own time, I have traveled many a mile back and forth to work on the Boston & Maine on tires left at another hill town dump.

I subsequently wrote to the R&LHS Archvies Committee on 31 May 2005 offering to remove the books at my labor and expense. And, after receipt and inspection and inventory, I would make an unrestricted donation to the Society. Which would continue, if and when, there was success in selling the books. After a period of time, I was informed that my proposal was receiving serious consideration.

In addition to a large quantity of journals stored in Sacramento with the archives of the Society, I learned that Bill wished to turn over the sale of back issues that he had in Jacksonville to someone else so he could concentrate on other R&LHS work. Mark Reutter had been storing the back issues that he had edited in Urbana, Illinois. This could get very clumsy at times as no one had an inventory of the issues in storage in Sacramento. In theory, a large order to Bill in Jacksonville would result in him contacting Jacqueline Pryor in Sacramento to go to the storage unit and send him yea many copies of certain editions he had run out of, or was about to. Likewise, Bill would have to contact Mark when he needed more copies of RRH 181-194.

In March 2007, I Amtraked out to Sacramento to see what kind of a situation I was getting myself into. Jacki Pryor kindly drove me out to Expo Self-Storage and showed me all four R&LHS bays. These are sprinkled, air conditioned and there is an attendant present during business hours, so the cost is significant. The subject that interested me occupied a goodly section of one bay and I estimated 40 cartons, but had no idea of how many would be full and how many partially so.

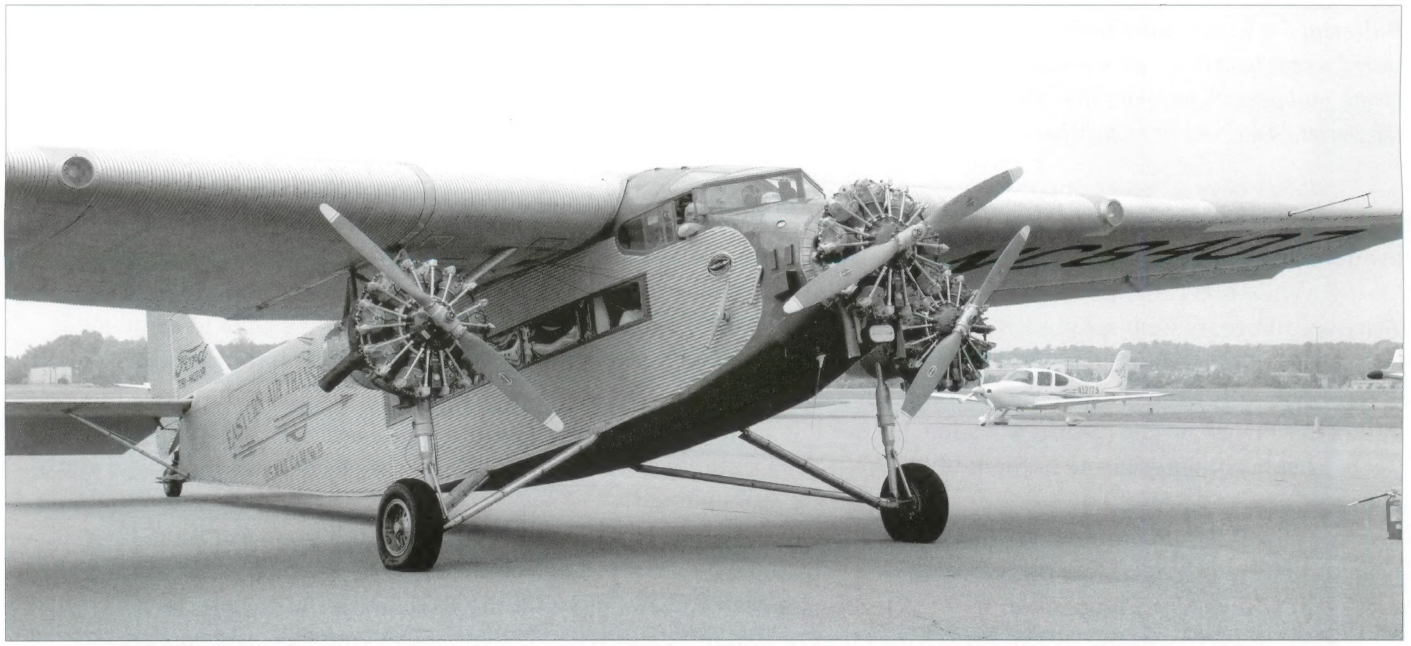
On 10 May 2007, Mark Reutter arrived at my home in a rental van with his several thousand issues of RRH. On 14 June, Bill showed up with several hundred books in his pickup truck. Both of these gentleman kindly provided me with inventories that I have not checked, but believe they are about 98% accurate.

The next challenge was getting the issues from Sacramento. My inspection with Jacki confirmed that the books would have to be repacked for shipment via either USPS or UPS. She had no idea of anyone wanting that job, so my last resort idea was that my wife Sally and I would Amtrak to Sacramento in the winter of 2008 and do the job ourselves. Checking with freight haulers and movers discovered that they either had impossible packing demands or exorbitant rates. Mentioning my problem to friends eventually got a result when Doug Manson of Greenfield, Massachusetts, mentioned that he might be able to work something out with his friend Rob Thain of Strasburg, Colorado. Both are semi-retired enginemen and like to travel the country and photograph trains. Rob has a large pickup truck and annually drives from Colorado to Connecticut on family business.

So Rob accepted my offer of $1,000 to move approximately 40 cartons of books from Sacramento to Shelburne, Massachusetts, at a time of his choosing. Doug and Rob planned a mini-vacation and drove from Strasburg to Sacramento. On 06 October, Jacki met Doug and Rob at Expo Self-Storage, and with the help of Bob Church, and another gentleman whose name was never passed along to me, they bagged the boxes and loaded the books. Doug and Rob drove back to Strasburg and unloaded the books and Doug flew back home. Rob then fabricated a metal cover for the truck in case he ran into winter storms and arrived at my home on 11 November with the books in the same condition as they were in Sacramento. I quickly inventoried them and there were no big surprises as to what I found. I determined that only 15 issues were not saleable, due to moisture damage many years ago, and those went to be recycled. The condition of some others leaves something to be desired, mostly just cover smudging, but the majority are in as-published condition. ***Continued on page 24***

Ford Tri-Motor Flight A Reminder of TAT Service

Story and photos by David C. Lester



A recent flight aboard the Experimental Aircraft Association's 1929 Ford Tri-Motor provided an opportunity to sample part of the experience enjoyed by those passengers who traveled aboard the Transcontinental Air Transport Tri-Motors from 1928 to 1930. The Ford Tri-Motor was one of the earliest commercially viable passenger aircraft in the United States, and in 1928, TAT teamed with the Santa Fe and Pennsylvania railroads to offer 48-hour transcontintal air-rail service between New York and Los Angeles.

Passengers would travel by train at night and by air during the day. Westbound travelers would enjoy Pullman service aboard the Pennsylvania Railroad from New York to Ohio, then travel by air from Ohio to Kansas. That evening, passengers would board Pullmans on the Santa Fe and travel overnight to Las Vegas, and board another Tri-Motor for the final journey to Los Angeles. Eastbound passengers would begin their journey from Los Angeles by air, and follow the reverse air-rail route, completing their journey on the Pennsylvania Railroad into New York.

In an effort to promote the service, the Pennsylvania Railroad displayed a Tri-Motor inside New York's Pennsylvania Station in early 1929. Unfortunately, the service was not long-lived, as transcontinental flight became a reality, not only with the Tri-Motor, but with the advent of newer commercial aircraft.

For further reading on the air-rail service in the early twentieth centry, see the following book: ***Steel Rails and Silver Wings*** by Robert J. Serling and George H. Foster (Weekend Chief Publishing Company, P.O. Box 165, Hicksville, New York 11802). Also, the following article is worthwhile: "Coast to Coast by Rail and Air", by Arthur Dubin in ***Classic Trains***, Kalmbach Publishing Co., Winter, 2003.

Airborne! The EAA Tri-Motor banks over northeast Georgia on September 1, 2007. For information about the EAA and their Ford Tri-Motor, please see www.flytheford.org.

Indiana Rail Road Hosts Encyclopedia Contributors Aboard Special Train

Story and photos by David C. Lester

In 2007, Indiana University Press published the ***Encyclopedia of North American Railroads***, edited by William D. Middleton, George Smerk and Roberta Diehl. Prior to the publication, the editors prepared a series of four articles about the ***Encyclopedia*** for the ***Newsletter***, which were run in the Spring 2006 through Winter 2007 issues.

One of two INRD locomotives pulling the special train for ***Encyclopedia*** contributors on September 9, 2007

This major work has received excellent reviews from writers and scholars around the country. ***Trains*** magazine said that effectively covering the breadth of North American railroading in just over 1,300 pages is "nothing short of phenomenal". The Society's own ***Railroad History*** had this to say: "'Landmark' is a term that's shopworn to the point of being a cliche, but in this case, it's apt. Years in the making, and assembled by many capable hands, the ***Encyclopedia*** is a reference work of unprecedented breadth that will become a standard by which future railroad reference works are judged."

On September 9, 2007, the Indiana Rail Road ran a special train for the nearly 100 contributors to the ***Encyclopedia.*** The special ran from Bloomington to Bloomfield, Indiana and return. Those aboard included Middleton, Smerk and Diehl, the three editors. A highlight of the trip was traveling over the railroad's Tulip Trestle (officially known as the Richland Creek Viaduct), which is 2,295 feet long and 157 feet high.

The president of the Indiana Rail Road, Tom Hoback, who provided support for the ***Encyclopedia***, commented on both the book and the special trip: "When IU Press approached me about providing financial support for publication of the ***Encyclopedia***, I responded enthusiastically because such a reference work was badly needed. The resulting volume is remarkable, and it is gratifying to see how many people contributed in various ways to the final product. I was pleased to be able to assist the Press in thanking many of the authors and donors for their hard work and support by running a special train on Indiana Rail Road."

A short video about the ***Encyclopedia***, much of which was shot aboard the special trip, can be found on the IU Press website at ***http://iupress.indiana.edu/railroad/rails.html.***

Encyclopedia Editors (l-r) William D. Middleton, Roberta Diehl and George Smerk on the observation platform of INRD president Tom Hoback's business car on September 9, 2007

Railroad Standardization - Notes on Third Rail Electrification

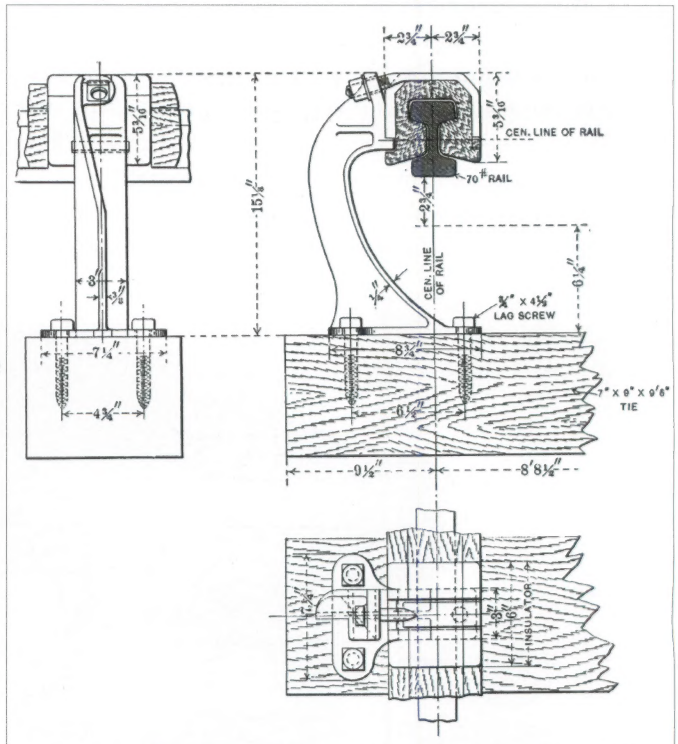
by William D. Middleton

All illustrations from the William D. Middleton Collection

In my article, "Railroad Standardization – The Special Problem of Electrification," in the Winter 2007 (Vol. 27, No. 1) issue of the R&LHS ***Newsletter***, I discussed some of the problems of coming up with standards for electrification. Even when two railroads had adopted identical standards for electrical current supply, varying positions for location or details of the connection of power supply between the infrastructure and the rolling stock made it either impossible, or at least difficult, to interchange electrical equipment between two roads. I cited the example of two major electrical installations in the New York metropolitan area, where the Long Island Rail Road utilized the more common "over-running" type of third rail collection, which used a spring contact collection shoe which dropped down to connect with an upper-facing third rail. The New York Central, on the other hand, used a collector shoe that was lifted upward by spring tension to make contact with a downward facing third rail, which was supported by cast iron brackets. This was a good example of the problems that come with a lack of standardization.

There was a lot more to this example than I realized at the time I wrote it. It turns out that in early 1903 all of the New York metropolitan area railroads electrification had "tentatively adopted" a standard third rail design. Already in operation were early subway and elevated railroad installations, all of which used an over-running, top contact third rail. At the same time, there were plans for development of trains that would operate over both the main line railroads and rapid transit routes, which would require equipment standardization.

The design and construction of the New York Central's electrification from Grand Central Station to the city's suburban areas, was overseen by the Electric Traction Committee that was formed late in 1902. Chairman of the Commission was New York Central vice president, William J. Wilgus, and its members included three notable electrical engineers, Bion J. Arnold, Frank J. Sprague, and George Gibbs, and the Central's superintendent of motive power, Arthur M. Waitt, and electrical engineer, Edwin B. Katté. The Commission met on February 24, 1903, together with representatives of New York City's Rapid Transit Commission and the Long Island Rail Road, to discuss the types of cars and the location of the third rail to be used for inter-changeability. With the over-running third rail already in use, it was not surprising that the Commission would adopted a similar over-running third rail, placed 24 inches from the rail gauge line to the center of the third rail, and 3-1/2 inches above the top of running rail and the top of the third rail. The tentatively adopted standard was approved by the Commission on May 3, 1903. This was modified on September 1, 1903, to change the dimension to 27 inches from rail gauge line to the center line of the third rail.



—Details of Wilgus and Sprague protected third-rail

But construction was not yet underway, and Wilgus began to have second thoughts about the wisdom of the over-running third rail. The exposed 600-volt third rail, he felt, presented a serious hazard to railroad workers and the general public alike, and the exposed top of the rail exposed it to the hazards of sleet, ice, and snow that might often disrupt operations. Consultant and electrical engineer Frank J. Sprague was asked to work with Wilgus in designing an under-running third rail that would solve the problems.

The design by Wilgus and Sprague used a cast iron bracket bolted into an extended tie and carried an under-contact third rail loosely clasped in insulators hung by hook bolts from the top of the bracket. The flexible insulating material surrounded the top and sides of the third rail, protecting it from corrosion, accidental contact, and from sleet, snow, and spray. A section of the new under-running design worked well on a test section of line at Schenectady, New York, and the previously approved third rail standard was discarded and the new Wilgus-Sprague design was adopted for the Grand Central electrification. As the Long Island Rail Road and other New York lines electrified their third rail lines with the older top-running design, the New York Central's people were happy to point out how much better their under-running design worked than did the top-running installations.

In a January 15, 1910, letter to Frank Sprague, for example, Wilgus compared the Long Island's operation in a heavy snowstorm with that of the Central. In heavy snow the Long Island's third rails were completely blocked up on the Far Rockaway branch. "Long Island Road Has to Give it Up," reported the New York Times, while the Central's under-running design operated perfectly throughout the storm. "It would seem to me extremely wise on the part of the large manufacturing companies," wrote Wilgus, "to endeavor to bring about the adoption of working conductors that will not cause a suspension of traffic during snowstorms, to the inconvenience of the traveling public, the expense of the railroad company, and, above all, from their standpoint, the damaging of the fair reputation of the electrification of railroads."

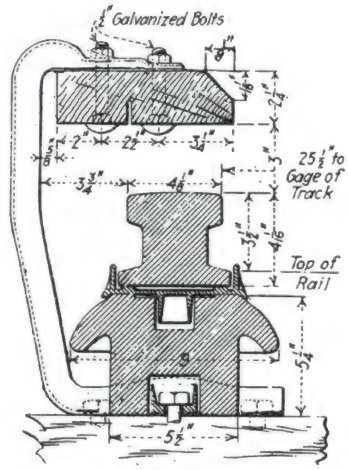


FIG. 11

In addition to about 300 miles of the Wilgus-Sprague under-running third rail installed in the initial Grand Central electrification, the New York Central also later used it on about 19 miles of electrification under the Detroit River Tunnel Company, and about 100 miles of electrification over the Central's West Shore interurban between Syracuse and Utica, New York. Wilgus and Sprague patented the design, and it was marketed by the newly formed Standard Third Rail Company, with the Wilgus-Sprague design being utilized for such new third-rail electrifications as the Central California Traction Company, the Philadelphia Rapid Transit Company, and the Belgian State Railways.

While equipment could not operate directly between under-running and over-running third rails, the change over from one to the other was a relatively simple change-out of the third rail equipment. Although initially there was little need for regular operation over both types if third rail electrification, a greater need for inter-changeability developed with the New Haven's adoption of Electro-Motive's FL-9 diesel-electric/electric locomotives in 1957. These were locomotives that could operate both as regular diesel-electrics and as straight electrics powered from the third rail. The FL-9s operated over both Grand Central, equipped with the Wilgus-Sprague under-running third rail, and into Pennsylvania Station equipped with the Long Island's over-running third rail, and the builders designed a type of third rail shoe that could be operated either down for the LIRR track or upward for the New York Central electrification. A similar shoe was later developed for the United Aircraft TurboTrain, which operated from D.C. traction motors when they operated through the tunnels of Grand Central or Pennsylvania Station.

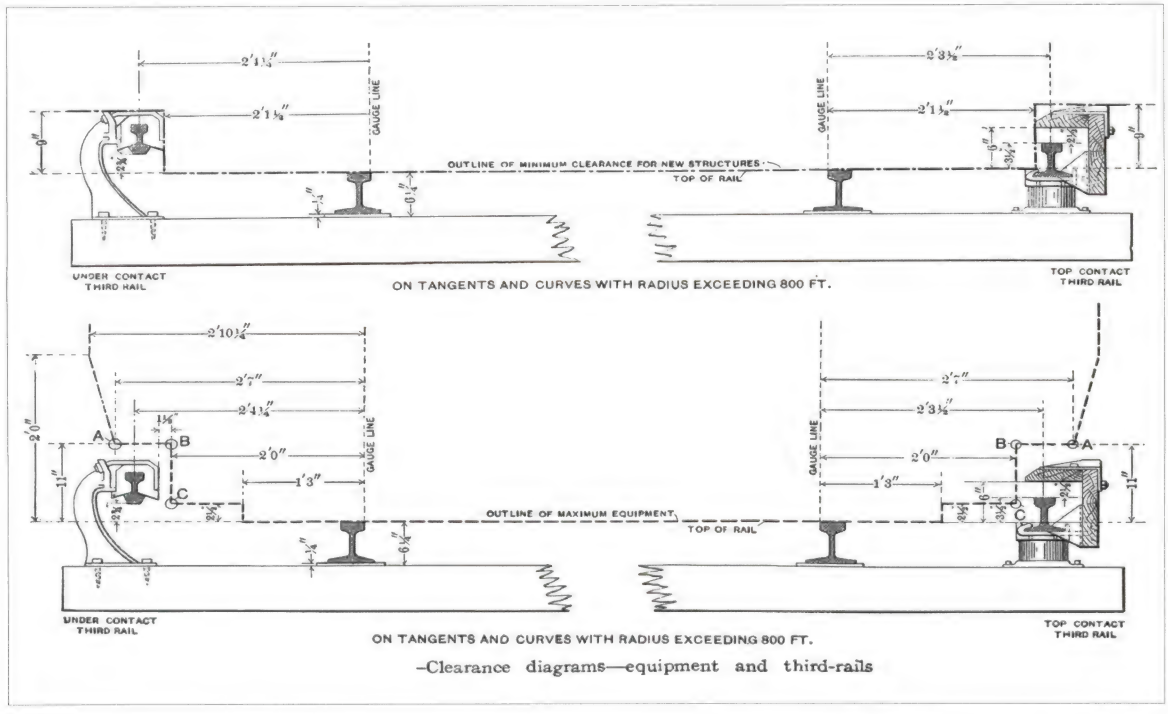

GAUGE LINE
OUTLINE OF MINIMUM CLEARANCE FOR NEW STRUCTURES
TOP OF RAIL
UNDER CONTACT THIRD RAIL
ON TANGENTS AND CURVES WITH RADIUS EXCEEDING 800 FT.
TOP CONTACT THIRD RAIL
OUTLINE OF MAXIMUM EQUIPMENT
TOP OF RAIL
UNDER CONTACT THIRD RAIL
ON TANGENTS AND CURVES WITH RADIUS EXCEEDING 800 FT.
TOP CONTACT THIRD RAIL
—Clearance diagrams—equipment and third-rails

Figure 2 (above left): Standard third-rail installation for the New York City subway system.
Figure 3 (above): Comparison of the under-contact third rail and the top-contact third rail.

A Christmas Tragedy -

The Wreck of Two Southern Railway Passenger Trains on December 23, 1926

by Dick Hillman

All photographs are from the Southern Railway Historical Association Collection at the Southern Museum of Civil War & Locomotive History

It wasn't the night before Christmas, it was two nights before Christmas. And this story did not take place all through the house, it took place on the Southern Railway at Rockmart, Georgia about 50 miles northwest of Atlanta at 6:45 PM on December 23, 1926 - a dark and rainy night.

The story involves the Southern Railway's two Midwest – Florida passenger trains, the ***Royal Palm*** and the ***Ponce de Leon***. The southbound ***Royal Palm*** had sections that departed Chicago and Detroit with intermediate stops enroute to Cincinnati where the train was handed off to the Southern. Late on the afternoon of the 23rd the southbound train departed Chattanooga headed to Atlanta and then on to Jacksonville, Florida. Meanwhile, the northbound Ponce de Leon had departed Jacksonville the morning of the 23rd enroute to the midwest via Atlanta, Chattanooga and Cincinnati. Both trains had arrival and departure times at Atlanta Terminal Station within minutes of each other with the meet set up using the passing siding at Rockmart.

The two trains had similar consists with the Royal Palm behind Mountain-type #1456, a Baldwin locomotive of 1917 vintage. Trailing it were 7 Pullman sleepers, a club car and a diner. The northbound Ponce de Leon was pulled by 1904 Baldwin Pacific #1219 with another 7 Pullman sleepers, a combine, a diner and one coach.

A. M. Corrie, the engineer on the ***Royal Palm*** had stayed on the main line and pulled his train down near the south passing track switch at Rockmart in accordance with his orders. Sadly, the northbound ***Ponce de Leon*** failed to enter the passing track. Staying on the main and traveling at an estimated 50 mph, the ***Ponce de Leon*** collided head-on with the standing ***Royal Palm***. Nineteen people perished; 11 passengers, 7 employees and 1 news agent. One hundred twenty three people were injured and the damage to the consists totaled $62,500, a considerable amount of money in 1926 dollars.

John Gillespie, a former police commissioner with the Detroit, Michigan police department was aboard the ***Ponce de Leon*** heading home to Detroit for the holidays. Surviving the collision uninjured and being accustomed to dealing with gruesome scenes, Gillespie swung into action, organizing help for the injured. He then commandeered a passing automobile and raced into Rockmart to sound the alarm. He rounded up lanterns and ladders with which to enter the wrecked cars, and with all of the help he could find he returned to the scene to work far into the night. Gillespie later recounted how heroic and persistent the people of Rockmart were in providing aid to the trains' passengers and crews.

For the next two days a veritable barrage of telegrams flew back and forth between local railway officials and the distant offices of upper management advising the changing conditions of victims, both good and bad. Late one night a message was dispatched advising that yet another body had been discovered in the wreckage. Still later the message was amended to advise that it was not another body, rather parts of bodies of those previously reported as deceased.. Later yet a message was sent advising that all of the victims had been identified except for one woman, and that her identity would be difficult to ascertain due to the fact that her head was missing.

Surprisingly, on December 25th at 3:00pm it was reported that all of the damaged equipment was enroute to Atlanta and that the line was repaired and back in service.

And then the process of determining the cause of the Rockmart wreck began. On December 27, an investigative hearing began in the Southern Railway's Atlanta office. The hearing was conducted in the office of Superintendent J. G. Clement, and included personnel from the Interstate Commerce Commission and the Georgia Public Service Commission. It wasn't long before this hearing placed the blame for the wreck on Mr. R. M. Pearce, a Southern Railway Road Foreman of Engines who perished in the collision.

At the time of the collision Pearce was living in Rome, Georgia some 14 miles north of Rockmart and was traveling to his home from Atlanta by catching a ride in the locomotive of the Ponce de Leon. The engineer assigned to that train on the 23rd was S. J. Keith, and in his testimony at the hearing he stated that, six miles north of Dallas, Georgia, his train was delayed at McPherson by traffic and while stopped he dismounted to "oil around". When he reboarded his engine he found Pearce sitting in the engineer's seat putting on his gloves, and announcing that "he would take control from here to Rome". Keith thereupon dismounted again and went back to a coach and took a seat. The investigation went deeply into the issues of the communicating of train orders, an assigned engineer turning his engine over to another and the assigned engineer leaving his engine. Engineer Keith was cleared of responsibility for the wreck as well as any rules violations.

As regards Road Foreman Pearce, testimony at the investigative hearing revealed Pearce had the reputation of being "a fast runner". Another Southern Railway employee who refused to identify himself sent a letter to the Southern's Washington, DC office the day following the Rockmart incident. In his letter the man provides information regarding two previous wrecks on the Southern in which people were killed that involved Road Foremen of Engines at the controls. The anonymous writer advises that he knew both Foremen, and that neither of them were qualified locomotive engineers.

As an example of how thoroughly the Southern Railway investigated those employees considered responsible for such an incident, the files contain a letter written by a Southern Railway Special Agent (read police officer) to the railway's Superintendent of Police in Washington. In this letter the agent advises "complying with your instructions I visited Rome, Cedartown and Esom Hill investigating Mr. R. M. Pearce." The letter goes into amazing detail about Pearce's entire family and indicates a very intense investigation but one that revealed nothing pertinent to the conclusions of the investigators.

Shortly after the wreck the body of one of the victims, Mrs. J. W. Whitaker was identified by two of her sons. Mrs. Whitaker was the wife of J. W Whitaker, Superintendent of Terminals at Chattanooga, Tennessee. While performing the sad duty of identifying their mother's remains the Whitakers discovered that 4 rings, which she always wore, were missing. Having reported the missing rings to railway management, Southern's Special Agents immediately went to work on the case. Within hours, G. M. Barrett, Chief of Police at Rockmart had a lead from an informant. That tip led to the arrest of a local malefactor by the name of Mack Nichols and recovery of three of Mrs. Whitaker's four missing rings. The fourth ring was never located. In addition to the rings, a large quantity of other material reported missing by both passengers and railway crew members was recovered during the arrest. Nichols later admitted being present after the collision and assisting with the removal of the bodies of the victims.

In January, 1927, the Interstate Commerce Commission issued their report having concluded their investigation. The conclusion they arrived at was that the wreck was caused by two possibilities; that Road Foreman Pearce and Engineer Keith both had failed to have a thorough understanding of their orders, or that Pearce had failed to remember the contents of those orders. It is interesting to note that, while the ICC was present at the Southern's investigative hearing in December, come January they independently arrived at a slightly different conclusion. The report also states that the railway had begun to install automatic block signals on the line involved but, due to circumstances beyond the control of the railway, the system had not been placed in service. It was believed that, had the system been in service, the wreck would most likely have been prevented.

I wondered if the sight of that tragic event could be located now, some 80 years later. The required location data was available in the investigative reports and that, coupled with current maps, provided the information needed to attempt the search. I headed out on the hour-long drive to Rockmart with two other curious historians. We first visited Rockmart City Hall to inform the local constabulary as to our mission, always a wise move when a stranger poking around with maps and cameras in a small town. While there we had the opportunity to examine some very interesting records that they had about the incident. With our information, coupled with what we learned at City Hall, the exact location was easily located. Double trackage still exists there and it was very easy to understand how that tragic event played out. Just standing there and contemplating the horror and the anguish suffered by so many people at that very spot had a disquieting effect on each of us involved in the search.

Comparing the 1926 photographs with the sight as it appears today reveals many changes. Perhaps the most profound change is knowing how railroad traffic is managed today and that the conditions that existed in 1926 that allowed the Rockmart wreck to occur are now also a part of history.

This article was made possible by the extensive files on the wreck of the ***Royal Palm*** *and the* ***Ponce de Leon*** *in the archives of the Southern Railway Historical Association at the Southern Museum of Civil War and Locomotive History in Kennesaw, Georgia.*

Railway & Locomotive Historical Society Member Survey Report

by Robert Holzweiss

During May 2007, the 2200 members of the R&LHS received a four page survey requesting their thoughts on a number of issues related to the future of the organization. The survey was closed for analysis on June 1. Quantitative data were analyzed using SPSS® statistical software while qualitative information was analyzed with Microsoft Excel®. The total sample was 1,022 (44%). Although 230 members returned forms after the June cutoff, and thus could not be included in the statistical study, all written comments were reviewed and evaluated. In addition to the strong response from members, their comments were remarkably similar across all questions. This leads us to conclude that the respondents are representative of the organization.

Following are results from each question. Other results are reported as cross-tabulations, which means (for example) that a comparison could be made between age groups for Internet-focused questions.

Demographics

Not surprisingly, more than 98% of R&LHS members are male. However, more than 76% of the membership is age 60 or over, while over 94% of the membership is age 50 or older. Only 16 (out of 1,022 respondents) were 49 years old or younger. The aging of the membership is not unique to the R&LHS or to the railroad history field. Many historical organizations and museums that rely on dues paying members face a similar challenge.

The widespread availability of free railroad specific Internet news sites, bulletin boards and chat rooms attracts the next generation of railroad enthusiasts and scholars who visit these sites to gather very specific information. It is difficult for the R&LHS to compete with subject specific or region specific web content through the publication of a biannual journal and newsletter that are national and occasionally international in scope.

Although members praised the quality of Railroad History (RRH) and spoke favorably of the efforts to improve the Newsletter, the proper scope of each publication remained a topic of disagreement among respondents. Several members suggested a return to a roster based publication while others stated that RRH is too professional, and either purposely or inadvertently neglects authors who do not possess certain credentials. Striking a balance among competing interests from across the country and around the world is difficult. The explosion of free web-based railroad content provides an additional disincentive, as disappointed members focus on subject specific web sites closer to their interests.

National Organization

Question: How long have you been a member of R&LHS? Over a third (38%) replied 16 or more years. Related data include 14% (11 to 15 years), 27% (6 to 10 years), and 22% (less than 5 years).

Question: How did you find R&LHS? Magazine advertisements and recommendations from friends are the two main ways members found the organization. When cross-tabulations were conducted between length of membership and methods of discovering R&LHS, it was discovered that members for 11 or more years were more likely to have learned of R&LHS through a friend's recommendation, whereas newer members were more likely to have read a magazine advertisement. Members who said they learned about R&LHS through "other" methods were provided an opportunity for response. Most indicated no recollection while some mentioned specific people or events.

Question: Have you ever attended an annual meeting? Over three-quarters (77%) responded "never." Other levels were: 10% once every five years, 7% less than every five years, 3% once every three years, and 3% said they attended every year. Cross-tabulations were conducted between annual meeting attendance and the age ranges of members. No major differences were found, indicating that attendance does not depend on age. However, when length of membership in the R&LHS was cross-tabulated with attendance at the annual meeting, a clear trend emerged. The longer someone is a member of the organization, the more likely they are to attend an annual meeting.

The 736 members who had never attended the annual meeting were asked to provide reasons. The select-all-that-apply responses demonstrate that location (43%) is the main reason for non-attendance. A total of 32% chose "other" and provided additional reasons for not attending. Those included health issues (especially associated with aging), lack of time, and conflicts with the selected dates. Several members also reported that they received the information for the 2007 annual meeting after the deadline for reserving hotel rooms. Additional reasons for not attending included cost (30%), personal reasons (24%), no interest (17%), programs (5%) and not enough information (5%).

Publications

Railroad History

Question: How do you read RRH? Over half (52%) said they read it from cover to cover. Another 38% said they read only the articles that interest them. To a lesser extent, members put it aside for later reading (7%), read only the book reviews (3%), and reviewed graphics and maps (1%). Less than 1% said they never read RRH.

Question: Rank order the five sections of RRH in terms of importance to you. Articles ranked as the most important followed by graphics, book reviews, editorials/news content, and advertising.

Using a numerical scale of 5 levels, members were asked to indicate their agreement with a set of statements describing RRH. The vast majority "agree" and "strongly agree." For example, RRH is factually correct (94%), well-written (97%), informative (98%), interesting (97%) and includes previously unknown information (91%). A lesser percentage (82%) stated that RRH is relevant to their interests while only 53% found RRH relevant to contemporary issues. Overall, members seemed very positive about the journal with the exception of it being relevant to contemporary issues. It is important to note, however, that several members indicated on their surveys that they do not expect contemporary issues to be addressed within a publication focused on historical issues.

Newsletter

Members were asked to describe the ***Newsletter*** in the same manner as above, and the responses were similar in that a vast majority used agree or strongly agree. Thus the Newsletter is factually correct (88%), well written (89%), informative (88%) and interesting (84%); respondents were less enthusiastic when asked if the ***Newsletter*** presented previously unknown information (78%) or was relevant to their interest (72%). Not surprisingly, only 61% responded that the ***Newsletter*** is relevant to contemporary issues.

Chapters

Less than half (42%) said they belonged to a chapter, and these were provided an opportunity to explain. Most indicated that distance to meetings was the deterrent to joining. Former members living closer to a chapter cited advanced age, health problems, or an inability to drive at night or in urban traffic as a reason for dropping out. Other reasons for not joining a chapter included lack of time, lack of interest, and lack of knowledge (especially for newer members).

Out of 427 who are chapter members, 45% (191 responses) were members of the Pacific Coast Chapter followed distantly by 17% in the Southern California Chapter (73 responses) and 12% in the Chicago Chapter (53 responses). The rest of the chapters had less than 10% each (New York 33; Southeast 29; Lackawanna 20; Southwest 17 and Gold Spike 11).

Question: How often attend meetings? Only 25% said they attended. Those who did not attend focused on the distance to the meeting. Other reasons included lack of time or interest, and health problems (most of which are associated with aging such as poor eyesight). A few members, who had attended some chapter meetings, found that most of the members knew each other and gathered at the meeting to swap stories. New members in particular found it difficult to participate in discussions or "fit in" with long-time chapter members. Others found the programs of little interest.

Publications

Respondents were asked to describe the chapter publications. Overall, chapter members responded favorably, finding them factually correct (86%), informative (85%), interesting (84%) and well-written (78%). Respondents were less positive about their relevancy to contemporary issues (62%) and presenting previously unknown information (72%). Cross-tabulations were conducted on each of the eight chapters and the responses to these statements. Most of the individual chapter responses mirrored the results obtained for chapter publications in general.

Railroad Interests

Question: What kind of railroad publications do you enjoy? The select-all-that-apply responses demonstrate that books (91%) and magazines (89%) are the primary interest areas of the membership. Except for Internet sites (see below) and model railroad publications (45%), no other choice was selected by more than 30% of respondents. Those who selected the "other" option wrote in additional publications such as annual reports and historical society publications. Many wrote in the names of specific publications they read such as ***Classic Trains*** and ***Trains***.

Considering the age demographics, it was surprising that 47% frequented rail-oriented Internet sites. A cross-tabulation between age and interest in Internet sites indicated that interest is related to age with younger members being most interested and the older members being least interested. [Note: The "under 30" category was excluded because there was only one response.] It should be pointed out that at 44% or more of the members who are 69 and younger indicated interest in railroad Internet sites.

Respondents were provided with a lengthy select-all-that-apply list and to choose which rail-related subjects interest them personally. The following table (left), arranged in descending order, illustrates that there was considerable interest in most topic areas with the exception of labor issues and regulatory issues. Each interest area was cross-tabulated with member age ranges to provide a more in-depth exploration of who is interested in each topic. Most of the members who selected the "other" category wrote in interests such as Canadian history, engineering and infrastructure, military railways, and motive power—electric.

Railroad Interest Areas	Percent
Motive Power—Steam	70%
Passenger Service	67%
Railroad Operations	66%
Railroad Preservation/Museums	63%
Corporate History	58%
Freight Railroading	58%
Railroad Archives/Research	55%
Railroad Technology	54%
Narrow Gauge	53%
Railroad Stations/Architecture	51%
Short Lines	50%
Photography/Videography	48%
Trolleys/Interurban	47%
Motive Power—Diesel	45%
Folklore/First Person Narratives	44%
Locomotive Rosters	38%
Railroad Management	30%
Foreign Railroads	25%
Labor Issues	18%
Regulatory Issues	17%
Other	13%

Table 1—Railroad topics enjoyed by members

A final interest question asked members about specific time periods. The following table demonstrates that there is some specific interest in railroads from 1900 to 1965. Many members indicated they did not have a preference for a specific time period.

Time Periods Enjoyed by Members	Percent
1900-1945	56%
1946-1965	48%
No specific time period	39%
1880-1900	34%
1966-1980	28%
1980-present	23%
1861-1879	22%
1820-1860	16%

Table 2—Time periods of railroad history enjoyed by members

Not surprisingly, the subject matter and time periods of greatest interest reflect the aging membership of the R&LHS. Coupling this with the generally favorable comments about Railroad History indicates that the journal and to a lesser extent the Newsletter provide content that appeals to the current membership. Members and potential members under the age of 40, while probably sharing some of the interests stated above, are more inclined to view railroads and railroad history through a very different prism. Few if any rode or ride trains, especially outside of metropolitan areas. None ever saw a steam locomotive in regular mainline service and few if any ever worked for the railroad. As this younger generation matures, they will expect Railroad History to focus on issues of importance to them, especially events occurring during their lifetime. The challenge will be to balance more recent (1970s and 1980s) content with topics of interest to the older generation.

In addition to general interests, members were asked to indicate any additional memberships or affiliations with railroad organizations. Over half of the respondents (59%) were members of specific historical societies such as the B&O, ACL-SAL and Milwaukee Road. Another 45% belonged to the National Railway Historical Society (NRHS). Thirty-five percent (35%) were members of or volunteered for railroad museums such as the California State Railroad Museum and the Orange Empire Railway Museum. Another 28% had other railroad affiliations such as being retired railroad employees or belonging to other groups such as the National Association of Railroad Passengers (NARP). Sixteen percent were also members of National Model Railroad Association (NMRA) while 14% were members of the Lexington Group in Transportation History. Ten percent (10%) were members of local model railroad clubs. Eighteen

percent (18%) of members subscribed to an Internet-based railroad listserv such as Trainorders.com or one of hundreds of railroad specific Yahoo! Groups.

General Comments

Question: Provide comments about any aspect of the organization? Overall, 348 members took the time to offer praise, criticism, and thoughtful suggestions. Many members thanked the R&LHS leadership for doing a good job and providing a quality journal. Others made suggestions for improvement such as specific content they would like to see in the journal or program ideas for the annual meeting. Several members noted that the organization seems to be dominated by an older population and they recognized the need to recruit younger members. Some members suggested that R&LHS do more with technology such as digitize the archives and make back issues of the journal available on a computer disk (cd).

Although most of the comments were complementary, respondents also identified a number of specific problems that should be discussed at future national and/or chapter meetings. Because space considerations preclude a list of all the comments, a representative sample of the key issues is provided in the next several paragraphs.

While a few members praised the archives, others wrote that the archives is inaccessible because the R&LHS does a poor job of making the holdings available to the membership. A few members suggested that the archives make greater use of internet and email for research, perhaps by starting a research bulletin board. Of note is that a subcommittee of the board is addressing the archives issue and will be visiting CSRM in February 2008 to assess the collection and develop a plan for access.

Several members expressed concern that the Board of Directors (BOD) fails to communicate with chapters and members at regular intervals. Others pointed out that existing communications, such as the annual meeting notification, arrived late. A few members recommended that the board provide material for chapter newsletters while other suggested that the board take a leadership role in announcing and developing local or regional events outside of the regular meeting. Still others recommended that national officers can better respond to chapter concerns if they maintain a level of visitation and direct contact with chapters.

Because less than half of the R&LHS membership belongs to a chapter, several respondents provided thoughtful suggestions on how to increase chapter membership. Several members requested that chapters do a better job of publicizing their activities while others suggested that chapter members encourage unaffiliated "at large" members to participate in existing chapters or form new chapters. Another member suggested forming new chapters by incorporating unaffiliated R&LHS members into existing chapters of other organizations and joining the R&LHS.

Several members provided extensive commentary on declining membership and the need to recruit younger members. One member suggested that the R&LHS should look for ways to partner with college history departments. Another pointed out that "we are likely facing the end (in the very near future) of academic scholarship on railroads in part because there are so few professional academic scholars in the field." As stated above, this is a complex issue that is difficult to resolve. The board is currently investigating a number of possible outreach plans that will attract younger members.

Many respondents commented favorably on the recent changes to the Newsletter while a few made suggestions for further improvement, for example including more information on railroad archives (other than the R&LHS); a column on Internet sources for railroad history and a column describing the holdings in the R&LHS archives. Finally, a few members suggested a column highlighting ongoing research activities which would assist with collaboration and generate interest in upcoming articles and books.

Not surprisingly, most of the comments focused on ***Railroad History***. While most respondents praised the quality of the journal, several members offered suggestions to improve the quality or to make RRH more appealing to a wider audience. Suggestions included bringing back locomotive rosters as a regular feature; reducing the number of graphics in each issue; increasing the number of book reviews; updating the index annually; adding articles on more contemporary issues; advertising more aggressively and selling back issues of RRH on-line. Other suggestions for improving RRH include adding regular features on recent acquisitions in the archives and a column describing the rules for publishing in RRH. One member described Railroad History as "too professional" meaning that the requirements for publication are too stringent, forcing members to forego publishing less scholarly articles that may appeal to R&LHS members. As another respondent explained, the editor of RRH has the difficult job of selecting interesting content while maintaining a journal that appeals to a broad audience. This is a difficult job under the best of circumstances but is even more difficult when contributions are voluntary and vary widely in quality.

Conclusions and Recommendations

One of the main ideas to emerge from the survey results is the age of the R&LHS membership. It is clear that younger members need to be recruited if the organization is to survive. The Board of Directors may consider a strategic plan for increasing the membership in the younger age ranges. Some strategies to consider include advertising more in other railroad publications and increasing the Internet presence of the organization. The Internet is a tool used heavily by the younger age ranges. If they can easily find the information they are seeking on the R&LHS web page, they may be more likely to join the organization. The Board of Directors should track any new strategies they are using to recruit new members so the effective ones can be identified. This could be done by asking new members how they found out about R&LHS when they join, tracking that information annually, and regularly revisiting any adjustments that might need to be made in the recruiting strategies.

Along with recruiting new members, the Board of Directors may wish to focus on what it does to welcome new members. For instance, some members commented that they did not know what the chapters did or how to join chapters. This should be standard information that is sent to new members or is provided on the organization's website. In another example, a few newer members commented that they did not like attending the annual meeting because they do not know anyone. Creating a new member orientation at the annual meeting may provide a good overview to the organization and allow new members to meet each other. In addition, the Board of Directors may want to make it a goal to greet all new members personally and help them get involved further in the organization. One way to do this is to provide different color nametags based on the number of years members have been with the organization so they are easy to recognize. This would help honor those that have been in the organization for a long period of time while also identifying those who are new members. This personal touch could encourage more members to attend the annual meeting and feel comfortable that they will meet people who welcome them and share their interests.

Along with the age of the membership, another area that needs attention is the function of the chapters. Less than half of the membership belongs to a regional chapter and of those, only a quarter attend chapter meetings. Most cited the distance to the meetings as a main barrier to attending. Distance was also a barrier to members attending the annual meeting. It may be beneficial to combine the chapter meetings with the annual meeting so members can take one trip and accomplish many goals. It would also be helpful to include regular information about the chapters in the R&LHS publications so members know what is happening with the chapters and how they fit into the organization as a whole.

Finally, the R&LHS leadership should also pay attention to administrative details such as sending out annual meeting notices well before deadlines. Several members mentioned receiving the 2007 annual meeting information too late to participate. Failing to attend to these details leads the members to believe they are unimportant to the organization which may encourage lapses in meeting attendance or even membership. A timeline may need to be developed that would cover when members receive the initial notice of the annual meeting date and location so they can save the date and begin setting aside resources to attend along with when they receive hotel, travel, and registration information so they can finalize their plans. Such a timeline would help the leadership work toward meeting the members notification needs.

Editor's Note: *Robert Holzweiss, Ph.D., is an Archivist at the George Bush Presidential Library in College Station, Texas. He also teaches history at Texas A&M, and is on the Society's board of directors. His wife, Peggy Holzweiss, is a professional researcher, and worked with Robert on the research and the report. The Railway & Locomotive Historical Society is very grateful to Robert and Peggy for this thorough survey and analysis of our membership.*

THE MECHANICAL DEPARTMENT

BY J. PARKER LAMB

Nineteenth-Century Engines - A Latecomer's View

Like many other septuagenarians, my earliest memories of steam power date to the mid-1930s. Consequently, my initial interest in steam locomotive history began with the decade following World War I. As is typical of one who desires to discard subjects outside their immediate view, I dismissed this Currier & Ives period with the thought that "those old engines were all alike, just 4-4-0s with high drivers and big stacks." Thus, for decades, I had virtually no interest in the earliest years of American steam locomotive development.

But my entire attitude changed about four years ago while perusing the negative collection of a friend. I came across some copy negatives of 19th century power and was stunned with their clarity. And the more images I examined, the more variety was apparent. Finally, after reading Jack White's book on the early history of locomotive companies, my common sense broke through, and I realized that, despite mostly 4-4-0 running gears, they couldn't be too much alike, having come from many independent builders.

Coincidentally with this intellectual awakening was my newly developed capability in digital restoration of antique images. So I began to spend more time on the visual details of 19th century motive power. These restorations were driven largely by a realization that many of these old copy negatives in various collections would never escape from storage and/or eventual deterioration. At least I could do a small part in saving a few of them for another century.

Then a serendipitous event occurred in early 2007 when the Society decided to reprint Jack White's 1982 book that had given my knowledge a jump start. I approached the author with a proposal to augment his original illustrations with some of these rehabilitated images, and his positive response sent me onto a three-month "search and rescue mission" for both still and action photos during the 1850-1910 period. Thus, when you open issue No. 197 of Railroad History early in 2008, I think you will be as surprised as I was at the clarity as well as the value of these pioneering images.

A sparkling new 4-4-0, the F. C. Butterworth, sits on the Taunton Works transfer table for a formal portrait. As was often done in these times, the new owner wished to save money by providing the headlight, which was usually a hand-me down from another engine. By 1870, the St. Paul and Sioux City extended 100 miles (exactly) southwestward from its northern terminus through Mankato to Lake Crystal. It would eventually become part of Chicago & North Western's main line between the Twin Cities and Omaha. Anyone with further data on this engine, is invited to contact the author. *Collection of David Price.*

Dean Richmond - *Harper's Weekly*, September 15, 1866

Dean Richmond

The Democratic organization of this State [New York] lost its leader by the death of Dean Richmond on the 27th ultimo [previous month, i.e., August]; and it will with great difficulty find another man to take his place.

Dean Richmond, whose portrait is given on page 589, was born at Woodstock, Vermont, March 31, 1804. At fourteen years of age, he was left an orphan; and the first steps taken by him in a career which has secured for him great wealth and unusual influence were assisted by no friendly support. The only legacy he received from his parents was one of pecuniary obligation, and we find him at first a clerk, setting apart his savings to cancel his father's debts. Soon after he removed to Syracuse, where he engaged in the salt-boiling business, and in a few years became very successful. His next step was to engage in the commission and forwarding business, by which he gained a fortune which he invested in the purchase of railroad securities, becoming largely interested in several important roads. Western New York was in 1836 a grand field for such energy and foresight as his, and about this time he was made a Director of the Buffalo and State Line Railroad. Upon its consolidation with the Central Road, in 1853, Mr. Richmond was elected Vice-President of the Company, and in 1864 succeeded Mr. Erastus Corning as President. His connection with other railroads, though not official, was influential. For many years he had lived in Batavia and acquired great wealth. These are the main facts of his business life; but it was as a politician that he became one of the powers of the State.

In his youth, Dean Richmond was a Free-Soil Democrat. In 1844 he opposed the annexation of Texas, and in 1854 he denounced the Nebraska bill. He was always a Democrat, but always inclined to the most liberal phase of Democratic principles. Whatever compromises he made was for the purpose of reconciling the several factions of the party, and thus insuring its success at the polls. He was the organizing will of the party. From 1850 until his death he was Chairman of the Democratic Central Committee.

Alvin C. Morton - *New York Times*, February 27, 1871

Alvin C. Morton, one of the oldest and most eminent of the civil engineers of this country, died in this City on the 25th of February, at his residence No. 8 East Thirtieth Street, aged sixty-one years. Mr. Morton's history would be almost a history of the railway system of this country, for he began the exercise of his profession with the earliest works of the kind, and retained his connection with them almost to the time of his death. He was the Chief Engineer of the Delaware Division of the New York and Erie Railway when the problem of crossing the Shawangunk Mountain was one of the most important connected with the construction of that road, and the very difficult task of locating the line over that range and along the Delaware River was performed by him. In the great war of the gauges, which at one time agitated the engineering profession, he was one of the most prominent advocates of an extension of the width. In 1845 he was appointed Chief Engineer of the Atlantic and St. Lawrence and the St. Lawrence and Atlantic Railways, afterward consolidated as the Grand Trunk Railway of Canada, and the adoption of the five and a half feet gauge of that road was mainly brought about by the able reports of Mr. Morton. He afterward became a partner in the firm of Morton, Seymour & Co, the original contractors for building the Ohio and Mississippi, the Louisville and Nashville, the Maysville and Lexington and other railways, and of the firm of Robinson, Seymour & Co., who constructed the Sacramento Valley Railway, the first road built in California. He displayed great foresight and imagination in originating new projects. The conception of the Atlantic and Great Western Railroad was his, and it was through him that the project was taken up by English capitalists. He was also the originator of the railway system of Lower Canada, New Brunswick and Nova Scotia. Of late years, his residence has been in this City, where he has occupied the position of President of the International Coal and Railway Company of Nova Scotia. The immediate cause of his death was pneumonia. Some of the most prominent engineers in the country were in early life pupils and assistants of Mr. Morton. All who served under him remember the uniform courtesy and gentleness of his conduct, and to none will his death be a source of deeper regret than to those who commenced the practice of their profession under his guidance and direction.

Center for Railroad Photography & Art Launches Internet Archive - railroadheritage.org

railroad heritage.org | a web portal for significant images of railroading
http://www.railroadheritage.org/SPT--FullRecord.php?ResourceId=1599
a web portal for significant images of railroading railroad heritage.org
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Click on Image to View Larger Image
KALMBACH PUBLISHING CO.
Kalmbach Publishing Co.
Title: West Virginia Coal Train (editor's title)
Creator: Kalmbach, A. C., 1910-81
Description: The back of the photograph bears this caption: "Mine run coal train wasting plenty of same near Phillippi, W.Va. Articulated on front, Mike on rear. A. C. Kalmbach photo, April 1951." The phrase "mine run" means that the train hauled coal straight from the mine without any processing.
Classification: Railroads in the Landscape (LCSH)
Social and Political Commentary (LCSH)
Date Created: 1951-04
Format: Black and white print
Rights: Kalmbach Publishing Co.
Coverage: Spatial, Phillippi, West Virginia; temporal, April 1951
Extent: 8 x 10 in.
Source: Kalmbach Publishing Co.
Url: http://www.trains.com/trn/
Subject: Coal mining
Coal train
Railroad: Baltimore & Ohio Railroad
Location: Phillippi, West Virginia
Significance: Historical: Railroads were critical elements of mining operations of all sorts, not only coal. Mineral resources were sometimes the only resources that could be extracted from vast areas of the country, and
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...an online community working together to preserve and present our railroad heritage.
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Brotherhood of Locomotive Engineers and Trainmen
Brotherhood's Relief and Compensation Fund
California State Railroad Museum
Center for Railroad Photography & Art
Cleveland Memory Project (CSU)
Lake Forest College Special Collections
McLean County Museum of History
Museum of the Rockies Photo Archive
North American Railway Foundation
New York Transit Museum
Oakland Museum of California

The Center for Railroad Photography & Art's archive and web portal for exceptional railroad images went online over Labor Day weekend, promoting the preservation of railroad culture and history through digitizing, archiving, and thoroughly describing the images, which are now viewable domestically and internationally. Its name is its Internet address, "www.railroadheritage.org."

Through images and extensive texts, the site describes the broad impact that railroads and railroading had on American history and life for most of the nineteenth and twentieth centuries. It is intended to help visitors understand how railroad-related images contribute to the nation's visual culture. Viewed image-by-image, the site provides a shortcut to comprehending railroad history and its place in American history, as well as providing thumbnails about western expansion.

The highly selective and carefully edited images help viewers learn about the creation of these images and their historical, technological, and aesthetic contexts. Major funding comes from the North American Railway Foundation (NARF), of Harrisburg, Pennsylvania, and private gifts from corporations and individuals. The idea for this site came from Carson Burrington, former executive director of the Center. The project reflects his creativity and energy.

The Center, a nonprofit arts organization, is celebrating its commitment to Railroad Heritage in 2007 in honor of its tenth anniversary. It has just published the eighteenth issue of its journal, ***Railroad Heritage***®, a special, 32-page heavily illustrated issue about the life and times of Lucius Beebe and Charles Clegg. The Center has worked with photographers, writers, and historians across the country to interpret the intersection of railroads, art, and culture. From its office in Madison, Wisconsin, it produces exhibitions, publications, conferences, a website (www.railphoto-art.org) and a photography contest to further its mission.

Extensive caption and other descriptive information accompany the photographic entries in the Center for Railroad Photography & Art's web portal and Internet archive, railroadheritage.org. The example here features a 1951 photograph by A. C. Kalmbach, founder of Kalmbach Publishing Co. He describes the photo as: "Mine run coal train wasting plenty of same near Phillippi, W.Va. Articulated on front, Mike on rear." In these images, you can see the top half of the Kalmbach entry, with a low-resolution version of the photograph, along with the actual photograph that has been inserted in the portal. The full record is available at http://www.railroadheritage.org/SPT--FullRecord.php?ResourceId=1599. (David P. Morgan Library, Kalmbach Publishing Co.)

Several institutional and private partners have joined as initial contributors in railroadheritage.org, including the following: Brotherhood of Locomotive Engineers & Trainmen, Cleveland, Ohio; Brotherhood's Relief and Compensation Fund, Harrisburg, Pennsylvania; California State Railroad Museum, Sacramento; Cleveland (Ohio) Memory Project; Kalmbach Publishing Co., Waukesha, Wisconsin; Lake Forest (Illinois) College Special Collections; McLean County Museum of History, Bloomington, Illinois; Museum of the Rockies, Ron Nixon Collection, Bozeman, Montana; New York Transit Museum, New York City; and the Oakland Museum of California. The Center is seeking assistance from, and collaborations with, more major railroad museums, archives, and historical societies to establish a greater presence in the railroad and arts communities.

A web portal is a website that provides access to several different collections of information, in this case collections of railroad art and photography. (For a more expanded definition, see the Wikipedia entry on web portals.)

The Center sees online technologies as a major tool for the railroad and railroad arts communities to come together through the common cause of preserving and presenting railroad imagery. Web portals shorten the distance between individual users and the images they seek, by eliminating the need for research travel and for owning countless railroad books. Currently, the entries are described in ways suggested by the Dubin Core system, with modifications. As Internet conventions change, the cataloging system, too, will evolve over time.

Initially (2007-08), the program will focus mostly on railroad images from the Center's and its current partners' collections, which total about 15,000 potential images. In addition, a select pool of outstanding images will be included from sites across the country. Over time, as resources permit, the portal will bring additional collections online, creating a community of content providers.

Private collectors already are participating by getting in touch with the Center. Eventually, the portal will feature an online utility that will allow individuals and institutions to digitally preserve their collections and make them viewable to the general public, without having to give up ownership of their material.

Besides being a permanent digital record of images of railroading, the site catalogs them and puts them into broader contexts. Often, historical railroad photographs, prints, and posters come to the Center without information about who created them, when they were created, or why or for whom they were created. The Center's network of scholars, artists, historians, and museum curators are working together to select and caption images, doing the research needed to describe them fully and accurately.

The portal team also is working on a set of professional standards appropriate for describing the visual records of railroads and railroading. These standards involve establishing search terms, keywords, and the like, and they will permit site visitors to search and retrieve images easily. The portal thus provides a cultural resource for many different audiences, including the general public, enthusiasts, and scholars.

Along with making its own collections available, the Center is promoting railroadheritage.org to the larger community of museums, historical societies, and individual collectors, inviting them to contribute images to the site and reciprocally benefit from it. The goal is an online repository that is national in scope and representative of the history and culture of railroading in the context of American history, railroad technology, and art.

The Railroad History and Bulletin Back Issue Story

. . . Continued from Page 7

My donation check to the R&LHS was duly posted and generously acknowledged by President J. Parker Lamb. In the meantime, Jacki Pryor had kindly sent me a box of out-of-print issues thru the mail and the sale of these may eventually offset about half the cost of shipping the others here for storage. And one final note, Jacki was a bit afraid that some of the now free storage space would be taken up by RAILROAD HISTORY IN PHOTOGRAPHS, which the R&LHS had been paying Signature Press to store. But my email to Bob Church, co-editor of the book in question, was responded to in great detail and an investigation by him and Bill Lugg discovered few issues remaining. Bob sent me 28 copies and when they are gone, that is another book out-of-print.

While waiting for the books to arrive from California, I wrote descriptions for all issues of both the BULLETIN and RRH published by the Society that had not been previously covered on our website and Adrian Ettlinger has expertly posted same. And, lastly, I compiled a quantity and commercial price listing based upon my inventory that Adrian has also posted at: http://www.rlhs.org/rrhcomd.htm

Where do we go from here? That is largely up to you. I would like to get these books out to rail museums and rail tourist operations, throughout the world, for sale in those that have gift shops. And, of course, in hobby shops that feature model railroading and rail publications. I can mail out a cover letter, but I would be doing this blind in most cases. Much better for you to go in person with a few of your own in-print issues and talk with the gift or hobby shop manager. You market them, I shall wrap and ship, and the R&LHS will receive the bulk of the funds received.

For those of you who speak computer, note that you can use PayPal to order, invoice, pay and receipt in a single transaction that takes seconds if you know exactly what you want. PayPal feeds on credit or debit cards, a PayPal balance or a bank checking account at no cost to the buyer. For those without computer knowledge, contact via post or telephone will get a copy of the commercial price listing sent to you. Or make photocopies of page 23 of this issue of the ***Newsletter.*** As a reminder, all in-print issues are available to members at $7.50 each POSTPAID USA.

Moving along now to the out-of-print issues of RRH, and the R&LHS BULLETINS, which are all out-of-print. Being forced to retire from the Boston & Maine Corp. on total and permanent disability in 1984, I looked around for a hobby that would both keep me busy and be manageable with my handicaps. Along about 1987 I decided that selling railroad paper would suit me and decided to concentrate pretty much on the New England area as well as TRAINS and RAILROAD MAGAZINE. But then along came eBay and I needed to expand my mix so started dealing with R&LHS books also. Now I carry in stock about 140 of the 209 different editions published, as well as several reprints.

Prices of out-of-print R&LHS editions are all listed on the website. They may seem high at first glance, but members deduct 20%, plus as much as an additional 15% for a large order. And that's just the math section. Condition plays a big part in this equation and I try to stock 5 copies of each edition so you may well have a choice where money may matter and pristine condition may not be as important. The listed price is for the one in the best condition. I let the professional booksellers and R&LHS members, Paul Gibson and Ron Rosenberg, of railpub.com and Ron's Books respectively, set prices. If I believe their price is too low, then those books migrate to Shelburne. That does not happen often. Most of the out-of-print inventory I purchase is from folks who contact me knowing I usually pay more than anyone else.

And that's the back issue story. Tune in next year and see what progress has been made.

Quantity and Commercial Purchases of *Railroad History* and the *R&LHS Bulletin*

Large Order Discount:

For any order of $500 or more, R&LHS member or not, including either or both in-print and out-of-print issues of both RAILROAD HISTORY and R&LHS BULLETIN, deduct 10%. For any order of $1,000 or more, deduct 15%.

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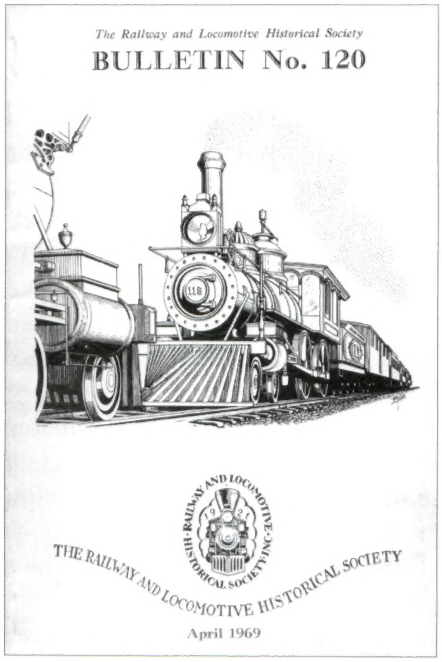
The Railway and Locomotive Historical Society
BULLETIN No. 120
THE RAILWAY AND LOCOMOTIVE HISTORICAL SOCIETY
April 1969

Chicago Chapter Enjoys Reviews of 1960's and 1970's Railroading

The Chicago Chapter enjoyed John Dziobko's continuing review of railroads and locomotives of the latter half of the twentieth century, which he has provided for the past several years. At the November meeting, John presented a review of a 1960's trip to the south to visit lines in Florida and Georgia, including the Florida East Coast and the Atlantic Coast Line. He searched for the now long-vanquished terminal line with more ocean mileage than track, the West India Fruit & Steamship Company. In addition, he visited some rare short lines and recorded some interesting pieces of equipment.

For the December meeting, the chapter was treated to a presentation by member Mike Blaszak. Mike was on hand in Chicago during what is often referred to as Amtrak's "Rainbow Era", from 1971 to 1973. When Amtrak started in May 1971, it did not have any equipment of its own design and construction, and relied on the leftovers from the railroads. This made for some interesting and colorful consists, and Mike spent considerable time photographing these trains as they passed through Chicago. He shared these photographs with the Chicago Chapter, and brought back memories for many at the meeting.

New York Chapter Enjoys Vintage Films

During the November and December meetings, the New York Chapter enjoyed two programs arranged by Michael Vitiello. In November, he presented a video filmed on the excursions run on the former Erie (now New Jersey Transit) to Port Jervis by Ross Rowland with Chesapeake & Ohio 4-8-4 614. These excursions may well prove to be the last trips with Big Steam in the New York area, and thus mark a turning point in history.

At the December meeting, Michael Vitiello presented a 1955 television program originally produced by Omnibus showing the departure of the ***Twentieth Century Limited*** from Track 34 in Grand Central station in New York. Alastair Cooke and David P. Morgan are the narrators of the film.

The New York Chapter will be sponsoring the 2008 Annual Meeting of the Society in Strasburg, PA from May 28 - June 1, 2008 (see page 4).

Southeast Chapter Visits the Trestle House

About four miles south of Folkston, Georgia (in the southeast part of the state, right at the Florida state line), is a home available for rent that Southeast Chapter Vice President Jim Smith calls "simply a great place to watch CSX and Amtrak trains." The house is nicely situated on the Florida (south) side of the St. Mary's River, and is built on and over the south abutment of the first railroad bridge built across the St. Mary's River at that location. Jim was so enamored with the Trestle House that he arranged for the chapter's annual banquet to be held there on Saturday, January 12, 2008.

If you're ever in the Jacksonville, the Trestle House is located off US Route 1, approximately an hour's drive from the Jacksonville area.

Southern California Chapter Focused on Station, Domes, Cajon and LA County Fair

A major annual event for the Southern California Chapter is its representation of the Railway & Locomotive Historical Society at the LA County Fair. The chapter had another successful run at this year's fair, which was open from September 7 - September 30. Visitors were impressed with the chapter's efforts in preserving the rolling stock and other items in their collection. The positive feedback from the exhibit was augmented by more than $2,700 that was deposited in the donation boxes. Those funds will help continue the preservation of the chapter's collection for future fairgoers and other visitors.

The October meeting of the chapter focused on photographs of railroad stations throughout the western

United States. Most of the photos were scanned from 2.25" slides in the chapter collection by chapter collection chairman Clyde Stoneman. The program consisted of 270 slides, and members shared information on the status of many stations as the slides were from the mid-50's to mid-70's.

The November meeting centered on a presentation by member Russ Davies entitled "Rails to the Domes - A Pictorial History of Our Capitols, Capitals and Their Railways". The December meeting featured a presentation by chapter Chairman Loren Martens on the construction activity around the third BNSF main track in Cajon Pass. BNSF is in the process of daylighting tunnels and adding a third track at this busy and historic location. The chapter's winter excursion on Saturday, January 26 will include a tour of the new construction at Cajon Pass. The tour will be led by Mike McGinley, retired Metrolink Chief Engineer and Dave Miller, BNSF Construction Manager.

Lackawanna Chapter Continues Focus on DL&W

The Lackawanna Chapter has four key goals -

-- *To support educational and preservation activities focused on the former Delaware, Lackawanna and Western Railroad;*
-- *To recover and restore DL&W steam locomotive No. 952 for use in recreational activities;*
-- *To restore the Delaware Water Gap passenger station for use by Monroe County Pennsylvania as a recreational facility open to the public;*
-- *To support and assist in the restoration of the DL&W cutoff route between Netcong, NJ and Delaware Water Gap to main line NJ Transit service.*

In pursuit of these goals, the chapter engages in a variety of activities throughout the year. This year's activities included a successful Founder's Day celebration at the Delaware Water Gap Station, and discussion around the possible renewal of steam trips on Northern New Jersey freight and passenger railroads with Brian J. Sweeney, a consultant interested in re-igniting the fires under the boilers of idle steam locomotives. Talks with local officials of New Jersey Transit and Norfolk Southern are encouraging Mr. Sweeney to formulate interim goals that could lead to such excursions.

Trading Post

WANTED - Still collecting original steam, electric and diesel builder's and number plates. Looking to fill gaps to include a round brass Dickson, Altoona T-l, Baldwin five side from an RF&P 4-8-4, early Alco PA and DL-109 diesels, round CRRofNJ number plate, and many others. I will purchase outright or have other plates to trade. Current traders include a PRR M-l keystone, DM&IR steam plates, GN steam plates, WM 2-8-0, and a number of others. Ron Muldowney, 52 Dunkard Church Rd., Stockton, N.J. 08559-1405 - 609-397-0293 or steamfan@patmedia.net.

FOR SALE: My newest book, ***Rock Island Line in Focus: The Railroad Photographs (1898-1925) of Jules A. Bourquin***, 160 pages with 187 photographs, many in large format. Taken by one of the earliest railfan photographers using good equipment, these pictures cover a wide range of subjects, such as locomotives and trains, railroaders at work, facilities, accidents, and unusual equipment. Most of the photos are from the collection at the DeGolyer Library, which co-sponsored publication. I offer a special $30 postpaid price for R&LHS members for the softcover, and $56 for the hardcover (of which only 25 were produced). Write I. E. Quastler, 925 Tenth St., Unit B, Coronado, CA 92118-2852. Questions at iquastler@aol.com.

Wanted: Original Howard Fogg train paintings, both oil and watercolor. John Atherton, 16 Coachlight Drive, Poughkeepsie, New York 12603-4241. 845-471-8152. jjaamapou@aol.com.

CALL TO ACTION! Thousands of rail cars including both new and historic fallen flags have been vandalized with graffiti over the past decade. Help stop this crime. Report any suspicious trespassing to the railroad or local police. NS 800-453-2350, CSX 800-232-0144, UP 888-877-7267, BNSF 800-832-5452, CN 800-465-9239, CP 800-716-9132, KCS 877-527-9464.

The Railway & Locomotive Historical Society ***Mission Statement***

The mission of the Railway & Locomotive Historical Society, Inc., is to collect, interpret, preserve, educate and disseminate information relating to railroad history. The Society's mission will be achieved by:

1. *Publishing* Railroad History *and maintaining its status as the premier publication in the field.*
2. *Recognizing and encouraging scholarship in railroad history and other endeavors, such as the Society awards program.*
3. *Preserving historic documents, photographs and other materials, and providing access through national and chapter activities.*
4. *Maintaining communication among members of the Society through printed and/or electronic means.*
5. *Providing fellowship, education, and effective governance of the Society through the annual convention and membership meeting*
6. *Furthering knowledge of railroad history by publication of significant historical studies and reference works.*
7. *Encouraging appreciation of railroad history, and providing social enrichment opportunities through chapters and special interest groups.*
8. *Encouraging members to actively participate in the process of researching, recording, and disseminating railroad history by providing research guidance.*
9. *Promoting the significance of railroad history in schools and related organizations such as historical societies.*

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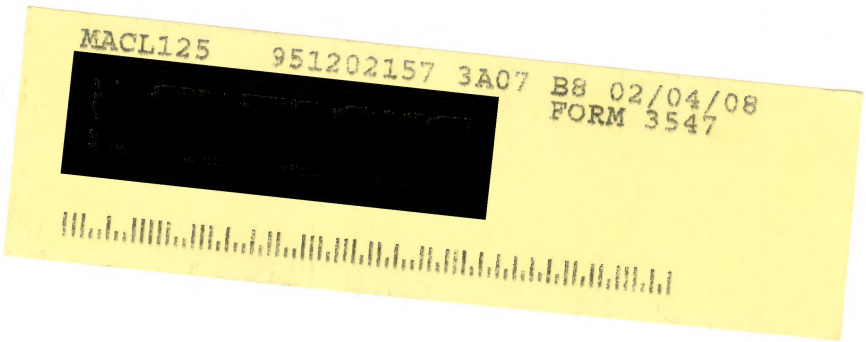

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